

# The Hongkong Telegraph.

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NEW SERIES No. 8350

號六十月九年二統宣

TUESDAY, OCTOBER 18, 1910.

二拜禮

號八十月十英曆

\$36 PER ANNUM.  
SINGLE COPY 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling ..... \$1,500,000  
Silver ..... \$10,000,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
G. Balloch, Esq.—Chairman.  
Robert Shaw, Esq.—Deputy Chairman.  
F. H. Armstrong, Esq.  
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CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:  
Shanghai—H. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 3 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB,  
Acting Chief Manager.

Hongkong, 28th September, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,000,000

RESERVE FUND ..... £1,000,000

RESERVE LIABILITIES OF PROPRIETORS ..... £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON,  
Manager.

Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000

RESERVE FUNDS ..... 16,660,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO. HANKOW.

Kobe. TIENTSIN.

OSAKA. PEKIN.

YOKOHAMA. NEWCHOWANG.

LONDON. DALNY.

LYONS. PORT ARTHUR.

NEW YORK. ANTONG.

SAN FRANCISCO. LIOWANG.

HONOLULU. MUKDEN.

BOMBAY. TIE-LING.

SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum on the daily balance.

On fixed deposit:

For 3 months ..... 4 per cent.

For 6 months ..... 4 per cent.

For 12 months ..... 4 per cent.

TAKAO TAKAMICHI,  
Manager.

Hongkong, 17th September, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP ..... \$1,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BEALIN.

BRANCHES:

Berlin. Calcutta. Hamburg. Hankow.

Kobe. Peking. Singapore. Tientsin.

Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).

Direction der Disconto-Gesellschaft.

Deutsche Bank.

S. Bleichroeder.

Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Warshawsky & Co.

M. A. von Rothschild & Soehne.

Frankfurt a.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DISCOUNT BANK (BERLIN), LONDON AGENT.

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be inserted on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,  
Acting Manager.

Hongkong, 2nd March, 1910.

## Banks.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,  
Acting Chief Manager.

Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... Gold \$5,250,000

RESERVE FUND ..... Gold \$5,250,000

Gold \$6,500,000

(about \$1,500,000.)

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of banking and Exchange business, receives money on Current Account at the rate of 3 per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 months 3 per cent. per annum.

For 3 months 3 per cent. per annum.

N. S. MARSHALL,  
Manager.

No. 9, Queen's Road Central.

Hongkong, 26th September, 1910.

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.

G. Stephenson, Esq.

Lee Yung Su, Esq.

J. H. McMichael, Esq.

C. R. Duffell, Esq.

J. A. Wattle, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

S. B. Nell, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force ..... \$37,855,885.00

Assets ..... \$415,250.00

Income for Year ..... \$566,550.00

Insurance Fund ..... \$216,815.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPPE, Esq., Canton, Macao and the Philippines.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hoogh, Esq.

C. J. Laffont, Esq.

Hongkong, 26th July, 1910.

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now luxuriously furnished and up-to-date in every respect. Situated in the most central position. Large and airy rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and comfortable lounge, private and public bars and billiard rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Satisfactory arrangements for the latest HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to

J. H. OXBERRY,  
Manager.

FREDERICK REICHMANN,

Late Manager of J. H. LYONS (Trocadero), leading Caterers in London and

GRAND ORIENTAL HOTEL, Colombia.

Telephone No. 127.

Telegraphic Address "Comfon" Hongkong.

Hongkong, 1st September, 1910.

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATE

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.

SHANGHAI, MOJI, KOBE, NAMPUR, and YOKOHAMA.

SHANGHAI ..... [ARCADIA Capt. S. Barcham] ..... About 21st Oct. Freight and Passage.

LONDON, &c., via usual Ports [DAVANHA Capt. H. Powell] ..... Noon, 29th Oct. See Special Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 17th October, 1910.

## Estimations.

### LANE, CRAWFORD & CO.

#### NEW STOCK OF BOOTS AND SHOES

HEAVY WALKING BOOT AS ILLUSTRATION \$12.50 PER PAIR.

SHOOTING BOOTS BLACK OR BROWN \$14.00 AND \$17.50 PER PAIR.

PATENT PUMPS AND SHOES \$6.50 per Pair.

LEATHER AND FELT SLIPPERS.

LANE, CRAWFORD & CO.

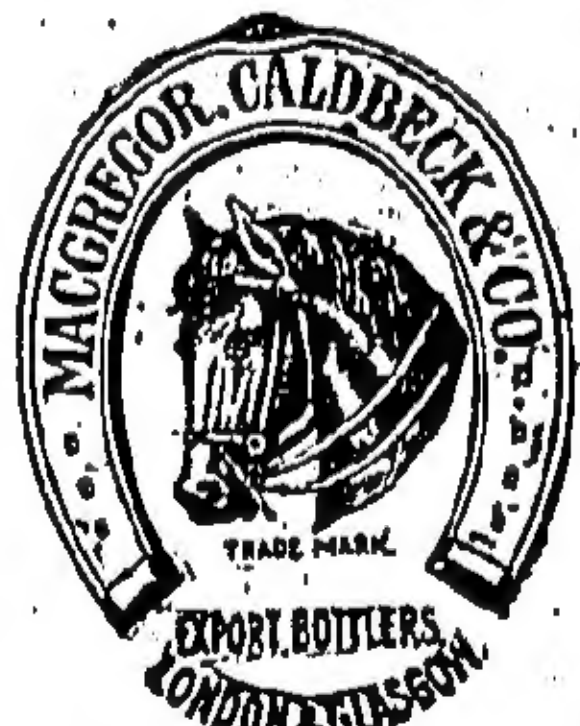
THE WELL-KNOWN HORSE HEAD BRAND.

GUINNESS STOUT. BASS ALE.

SOLE AGENTS—CALDBECK, MACGREGOR & CO.

Established 1864.

Hongkong, 10th October, 1910.



## Hotels.

### TRY

#### WEISMANN'S

#### PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910.

### HOTEL CRAIGIEBURN.

Prunier's Gar, the Plaza, near the Tram Terminus Tel. 56.

For Terms, &c., apply to the

MANAGER

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

### WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 17th October.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 18th October.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 19th October.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 20th October.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

FRIDAY, 21st October.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 22nd October.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SUNDAY, 23rd October.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,165 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

#### EXCURSION TO MACAO.

On SUNDAY, the 23rd OCTOBER, 1910.

The Company's Steamship "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.

FARES: 1st Class Return \$3, Single \$1.50. 2nd Class Return \$1.00, Single 60 cts.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further Particulars may be obtained at the Office of the Company.

#### CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

#### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUHOW LINE.

S.S. "SAINAM" 558 Tons, and "NANNING" 560 Tons.

One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. "Passenger" can return to Hongkong or Vice Versa by the Company's direct steamers "Lutan" and "Santal." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Black Pier.

## Hotels.

### HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES,  
Manager.

### ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and comfortable Rooms. Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class accommodation for families and Tourists.

Under Personal Supervision of

L. GAMEAU,  
Proprietor.

N. BEUMENTHAL,  
Manager.

Telephone, 120.

Telegrams "Astors."



### THE "REMINGTON" TYPEWRITER

It is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact, that the number of Remingtons sold annually is vastly greater than that of any other make. It has always been and is to-day the recognized leader among writing machines. It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of cheaply imitated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and apparently new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON, HENDERSON & CO., (Machinery Dept.)







MAILS.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STREAMERS	TO SAIL
MAPLES, GENOA, ALGIER, IGIERALTA, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCE KETEL FRIDRICH" (Capt. F. Prosch) (T. 16,000)	WEDNESDAY, 19th Oct., Noon.
SHANGHAI, TAINGTAU, KOBE and YOKOHAMA	"PRINCESS ALICE" (Capt. P. Grosch) (T. 30,300)	About WEDNESDAY, 19th October.
JESSELTON, KUDAT and SAN-DAKAN	"BORNEO" (Capt. F. Sembill) (T. 5,050)	SATURDAY, 22nd October, 9 A.M.
MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINCE WALDEMAR" (Capt. F. Isaks) (T. 6,100)	SATURDAY, 5th Nov., Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELBORN & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th October, 1910.

Intimations.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. It restores the vitality, improves the circulation, cures nervous depression, restores the vitality, improves the circulation, cures nervous depression, restores the vitality, improves the circulation, cures nervous depression.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No amount of medicine can do this, but the use of Vetarzo Blood Medicine will do it.

KWONG FUNG YUEN,

HEAD OFFICE—No. 13, Des Voeux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND GENERAL CONTRACTORS

to H.B.M. Naval and Military Authorities.

I HAVE always on hand large stock of

American Fir, Douglas Fir, Oregon

Plank, Teak, Yucca, Hardwoods, Oregon

Chinese Fir, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 18th January, 1910.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUHEN GENUINE

COMPOSITION RED AND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUGHES,

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES,

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed

Hongkong, 6th September, 1900.

AN AFFAIR.

THE SUPERIORITY of the ITALIAN

CONVERTIBLE ROAD, being most

respectfully to AFFAIR to the Residents of

Hongkong and the Coast Ports for their kind

patronage and support, and desire to state

that they will be pleased to receive orders for

all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and

Ladies' and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery,

Materials can be supplied, if required.

The Superiority will also be most grateful

to any FAVOR in old KNITWEAR to be made,

which is the object of the Firm's efforts.

Yours faithfully,

W. J. J. J.

W. J. J. J.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Liebar's, Scott's, A.I., and

Watkin's.

DEY DOCK DEPARTMENT:—Telephones: Nos. 876, 508, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance...80 "	Width of Entrance...50 "	Width of Entrance...63 "
Water on Blocks.....28 "	Water on Blocks...26 "	Water on Blocks.....27.5 "

Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT

Telephones: Midoricho Office 513, or 575; Customs Branch Office 1509; Takashimacho Office 293, or 2050; Iriyacho Office 2351.

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards or 15,115 acres. Direct water frontage of 2.36 miles in length, part having a depth of 35 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE).

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 483 and the machine

will be at your office for free trial

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

52, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 240 lbs. net.

GREENWATER & CO.

Hongkong, 18th April, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

15, D'AGUILAR STREET,

HONGKONG.

Telephone No. 1000.

To Let.

TO LET.

21, CONDUIT RD., CLINTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as

Artillery Officer's Quarters. Suitable

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 4, CONNAUGHT ROAD,

2nd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL,

1st Floor.

SEMI-EUROPEAN FLATS, Praya East

corner of Observation Place. The

Tram stops at the door.

Also NEW EUROPEAN FLATS ad-

joining the new Seaman's Institute,

Praya East.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 8th September, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for

Office.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 12th July, 1910.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

25, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIN TING

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 24, D'AGUILAR STREET

REASONABLE FEES

Consultation Free

Telephone 177

Hongkong, 17th July, 1910.

BOLLION.

1898 Samuel Venn and Co's Circular dated London, September 22, contains the following:—

Gold.—There was a somewhat keen competition for the £500,000 bar gold which arrived from the Cape and India. £100,000 is being shipped to India in the form of small bars, and the balance of the arrivals has been taken for the Continent. The quotation rose on Monday to 77s. 6d. per oz. Sid.

The following amount was received by the Bank of England:—

September 19 £8,000 in sovereigns from Australia.

Withdrawals were made as under:—

September 17, £100,000 in sovereigns for Alexandria. £40,000 in sovereigns for Constantinople, £8,000 in sovereigns for South America.

September 16, £50,000 in sovereigns for Egypt.

September 17, £150,000 in sovereigns for Alexandria. £100,000 in sovereigns for Constantinople.

September 19, £5,000 in sovereigns for Persia. September 21, £150,000 in sovereigns for South America.

During the week there has been a total outflow of £1,075,000; still the Bank Return shows a net reduction of only about £600,000.

Silver.—The silver market this week has been slightly more interesting than recently. Buying orders from both India and China, coming in a market somewhat scantily supplied, resulted in a gradual improvement in the price from 24s. for cash and 24 9/16 for two mos on the 16th instant, to 24s. and 24 13/16 quoted on the 21st instant.

On the latter date considerable purchases were made for the Indian Bazaar, induced by the fact that the Bombay speculative group may insist on calling up all the silver that is due to them on the settlement, which takes place on the 24th. Calcutta has also bought moderately. On the 21st instant, holders shipped about £50,000 silver to Shanghai, which we understand has not yet been sold.

A reaction of 1/16d occurred to-day on sales from China, but the tone of the market seems quite steady, as long as there is no unloading by the speculative group.

We understand that a considerable amount of silver will be sent to Bombay by next week's steamer, which is due to arrive in time for the October settlement. The daily outtake there is about seventy bars.

The Chinese change still remains on par with silver, and a fairly considerable business has been transacted both ways by Shanghai. In this connection it is interesting to note the extraordinary development of the opium trade.

Whereas in 1907 the total exports of opium and opium cake from Manchuria amounted to only £1,000,000, in 1909 the total reached £6,500,000. The crop this year is exceptionally good and is estimated at fully 1,000,000 tons, and as the price has advanced, we should not be surprised if the total shipments considerably exceeded the high figures of last year. We need hardly say that this in itself is distinctly a 'bull' feature as regards silver.

Messrs. Mocatta and Goldsmid's Circular dated London, September 2, says:—

The silver market has shown more activity during the past week and the price with slight fluctuations has advanced from 24s. 4d. quoted a week ago to 24 13/16d, which is the rate to-day. The buying has been chiefly for Bombay and over £100,000 has been shipped this week to India. Next week being settlement steamer, a fairly large shipment is again expected to be made in spite of the stock—there being over 17,000 bars. China has been more of a buyer than a seller and the offerings from New York have been very small.

The difference between spot and forward which throughout the week has been 1/16d. has to-day disappeared and the quotations are identical.

Gold has been in good demand for the Continent and the whole of this week's arrival was bought for export. Sovereigns to the value of £85,000 have been withdrawn from the Bank of England during the week for Egypt, Turkey and South America.

A MILITARY WEDDING.

At 8, James-the-Less, Plymouth, on September 14 there was a military wedding. The bridegroom was Lieut. Andrew Veltch, R.G.A., quartermaster at Plymouth Citadel, eldest son of the late Mr. Andrew Veltch, of Shanghai and Hongkong, and the bride Miss Volande M. D. Kinloch, eldest daughter of Mrs. H. Hamilton Kinloch, late of Winterbourne-Earle, Wiltshire. The best man was Captain and Adjutant Arnold, Devon R.G.A., and six brother officers were groomsmen. Lieut. R. J. H. Kinloch, of the R.G.A., gave away his sister, who was attended by Miss Betty Kinloch, as "best girl," the six bridesmaids being the Misses Violet Fortune, Leslie Veltch, Nadia and Kitty Maberly, M. Anderson and Cicely Titchmarsh. The presents numbered over 300, included a silver tea service presented to the bridegroom by his brother officers of the staff.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—3s. 6d. per annum.

WEEKLY—1s. 3d. per annum.

The rates per quarter and per month, proportionally. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Paid subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional 1s. 6d. per quarter is charged for postage.

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(PAYABLE IN ADVANCE.)

There will be no return of money to subscribers who have discontinued their subscription.

By Order, THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 18th December, 1908.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that the weather is expected to be as indicated.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DEUM below indicates a Typhoon to the North-East of the Colony.

3. A DEUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DEUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUP



## Intimation.

Powell's

NEW  
FABRICS.FOR  
CURTAINS,

LOOSE COVERS,

PORTIERES,

DRAPERIES,

CUSHIONS, &amp;C.

IN

THE LATEST

ART

COLOURINGS

ARE NOW  
DISPLAYED

IN

THEIR  
SHOWROOMS.

FIRST FLOOR

Alexandra

Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

Hongkong, 20th September 1910.

## FEAST OF TABERNACLES.

THE THIRD GREATEST FEAST OF THE JEWS.  
CELEBRATION TO-DAY.

The third greatest annual feast of the Jews, which commences to-day and will last for a week, is Succoth or the Feast of Tabernacles as it is called. The festival commences to-day, 15th day of the Jewish month Tishri 5671-1910. It is called the Tabernacles, because of the commandment "Ye shall dwell in booths seven days; all that are Israelites born shall dwell in booths." The object of this commandment is stated thus: "That your generations may know that I made the children of Israel to dwell in booths, when I brought them out of the land of Egypt." The booths are to remind the Jews of the time when the Israelites travelled through the Arabian desert for forty years and the Divine protection which they enjoyed.

This festival is celebrated by the Jews all over the world and, in doing so, tabernacles are built in the open and the daily meals are had in them; the roofs of the tabernacles are flat and branches of trees are put on top for covering.

The festival is also the feast of ingathering and harvesting, resembling the "harvest festival," thanksgiving, and "Autumn Rogation Days" of the Christian religions. In all these religious thanksgiving is expressed. As is written: "Ye shall take unto you on the first day the fruit of the tree hadar, branches of palm-trees, and boughs of a thick-leaved tree, and willows of the brook; and ye shall rejoice before the Lord your God seven days."

The Jews therefore take plants of each one of these four kinds, viz. the citron, the palm-branch, myrtle and willows of the brook, and hold them in their hands while saying appropriate invocations and prayers. These branches are particularly chosen because they represent the variety of the gifts bestowed upon men by the Almighty. The citron has a pleasant fragrance and a beautiful form; the palm-branch also has a beautiful form; the myrtle a sweet fragrance, and the fourth and last of all "the willow of the brook" being remarkable neither for its appearance nor its odour. In this way the Jews express their thanks for all God's gifts of every kind even though all their wishes are not fully satisfied. This is typified by the inclusion of the willow of the brook.

The last two days of the festival are called the "Eighth-day Festival," and Rejoicing of the Law. These two days, together with the preceding seven days, form the season of Jewish rejoicing.

In many parts of Hongkong, these tabernacles may be seen to-day and for the next seven days. They are a visible testimony of the strong and conservative religious faith of that ancient and virile race, the children of the Hebrews.

## FIRE ON A LINER.

OUTBREAK IN COAL BUNKERS AND HOLD.

The French steamer *Amiral Dory*, of the Chargeurs Reunis, which left Singapore for Europe on Sunday, put back this morning with fire smouldering in her bunkers and her forehold, reports the *Strait Times* of 14th inst. She has been berthed at the East Wharf, "Jaojong Paga," and efforts are at present being carried forward to remove the cargo in the hold affected and to subdue the fire.

The *Amiral Dory* arrived in Singapore from Saigon on Saturday and left to continue her voyage to Europe the following morning at 3 o'clock. When she was barely four hours at sea it was discovered that the coal in her bunkers had become overheated and had burst into flame. Under the direction of the captain, Commandant Privat, the crew turned to the task of quelling the outbreak. All day long water was piled on the mass of burning coal from which smoke was rising in overpowering volume. Several men succumbed to the suffocating influence and had to be removed from the scene of action in an unconscious condition.

## FIRE SPREADS.

So long as the fire was confined to the coal-bunkers there was every prospect of the crew being able to subdue it by their own efforts. But such, however, was not to be the case. The bunkers, which are situated in front of the engine room, are separated from the forehold only by a bulkhead, which, in the course of the day, became heated by contact with the fire.

The continuous influence of the flame on his partition had its effect and, at midnight on Sunday, it was realised that the outbreak had communicated itself to the forehold, which was loaded principally with rice and maize.

The ship was at that time off the Oat-Falkon Bank, well up the Malacca Strait, but there was no alternative but to turn about and make for Singapore. The crew were kept working both on the burning coal and on the incipient outbreak in the hold, but without wholly overcoming either. When the ship arrived in port again this morning the fire was still burning in both parts.

## REMOVING THE CARGO.

Assistance was quickly forthcoming. The dock fire brigade brought appliances and, the circumstances having been noticed on board H. M. S. *Albatross* which is lying in the roads, a number of blow-jackets were sent from that vessel. This fire in the bunkers was soon extinguished altogether and the bulkhead to a great extent was cooled down. In the hold, however, it was decided not to turn the water on until the undamaged cargo had been removed. The work was quickly undertaken, though not without some difficulty, for, on account of the shifting of the coal and the water in the bunkers the ship had taken a heavy list to port.

The work of removing the cargo is not yet completed but so far as can be seen the damage is confined to that part of the cargo adjacent to the bulkhead. The mending with which the iron sides of the hold are lined is also burned. It is not likely that the ship will be able to continue her voyage for two or three days. She carries a crew of 75 and 400 passengers.

## AGAINST FLAGRA.

STRONG CASE FOR THE EFFICACY OF  
INOCULATION.

IMMUNE HOSPITAL WORKERS.

A rather unassuming subject, but one fraught with great significance medically, is dealt with in the report of Colonel Bannerman, the Director of the Bombay Bacteriological Laboratory. The substance of the report is that anti-plague inoculation is efficacious and harmless, the director claiming, quite justifiably, that the finest proof of efficacy is the continued immunity from plague enjoyed by his staff. The report reads:

Experiments are being constantly carried on here, in which hundreds of plague-infected fleas have to be used. These fleas are loose in experimental godowns, and men entering them constantly find fleas crawling on their bare legs and daily suffer from their bites. Again in connection with the examination and destruction of thousands of rats sent here daily by the Health Department of the City of Bombay, a staff of fifteen men are employed. These men have to remove rats from cages to kill them and to cut up those that are dead. From these rats, it is an easy matter to collect several hundred rats fleas, some of which must be plague-infected.

There were, however, only two staff cases of plague during the year. The first was developed one month after inoculation, but the illness was only slight; the other man, though seriously ill for several days, eventually recovered. The colonel concludes:

These two cases serve to demonstrate the presence of infection in the laboratory premises, and one must conclude that but for inoculation many more cases would occur. They also serve to bring out the difference in the severity in cases of plague in those inoculated previously and in those not so protected. An inoculated man refused to consider himself seriously unwell and was in no way alarmed at his illness, while an un-inoculated individual was completely prostrated by his illness and literally swam for his life the first three days. It becomes impossible to avoid the conclusion that inoculation is harmless.

INOCULATION AMONGST CONVICTS.

The evidence of the gains is also very definite. The Inspector-General of Prisons had every convict admitted inoculated, with the result that only three cases of plague occurred in a population where a very large proportion might have been expected to suffer, especially as dead rats were found in the gaol at Dharwar, where the cases were reported. This is regarded as a typical case of plague appearing first in epidemic form and afterwards among human beings. Plague was present in the town and also in a collection of houses just outside the gaol gates. The Inspector General says he has not the least doubt that there would have been a severe outbreak in the Dharwar prison, but for the fact that every prisoner had been inoculated. Plague now runs below almost every other infectious disease.

## BERI-BERI AND RICE.

The conclusions now so generally accepted, that beri-beri is a disorder of nutrition associated usually with a diet of which white or over-milled rice is the principal constituent will probably have an important effect on the rice trade, and rice millers will have to modify certain of their processes. According to a letter from the Government of Burma to the Burma Chamber of Commerce the Hongkong Administration are to consider measures for the exclusion of polished rice from their territories, and it is not unlikely that other Governments will be inclined to a similar policy. The Burma Chamber of Commerce are making inquiries on the subject, so that rice millers may be warned to take steps in time to prevent the large rice export trade of the province being injured.

## BRITAIN'S TIMEKEEPER.

APPOINTMENT OF MR. F. DYSON AS NEW  
ASTRONOMER ROYAL.

The appointment of a new Astronomer Royal is announced. The King, upon the official notification, has been pleased to approve of the appointment of Mr. Frank Watson Dyson, F.R.S., Astronomer Royal of Scotland, to the position of Astronomer Royal, in succession to Sir William Christie, F.R.S., who will be retiring on October 1.

Mr. Dyson from 1894 to 1905 was chief-assistant at the Greenwich Observatory, and was, at the end of that year, appointed Astronomer Royal for Scotland and Professor of Practical Astronomy at Edinburgh University. Educated at Bradford Grammar School and Trinity College, Cambridge, of which he became a Fellow, he was Second Wrangler and Smith's prizeman in 1889, as well as Isaac Newton Student. He is the son of a minister, his father being the Rev. Watson Dyson, a Baptist, and is his forty-second year. He is the sixth Astronomer Royal, the first—John Flamsteed—being appointed in 1676.

The chief duty of the Astronomer Royal is to keep the world informed of the time—Greenwich time—which is flashed by electricity at 1 p.m. every day to every part of the British Isles. But, of course, there are all sorts of additional duties. The sun, the moon and the stars are timed on their courses, for the business of the observatory is to gather and record every solar, planetary, and stellar fact, and put everything down on paper for the use of future generations.

I have known Professor Dyson personally for a long time, said a prominent official at Greenwich Observatory, and worked with him for many years. During the eleven years he was here he impressed everyone with the amount and the excellence of the work he did. He has been on several scientific expeditions, and in 1904 he was in charge of a small expedition to the island of Sumatra with another company than that of the older time when he there to look after his work. The two new words of six words of English. Professor Dyson even less of the language spoken by the natives, so conversation was somewhat limited, and chiefly confined to signs and grunts. However, the professor's enforced solitude was fully rewarded by the magnificent photograph of the eclipse which he obtained. He is at present in America.

## Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do, not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation; with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

## WAMPOL'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commented it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Indigestion, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumptions, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it."

Sold by chemists.

## SAVE YOUR HEALTH

in drinking the cheapest and most

agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

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Large Bottles .....\$3.50

Dosen ..... 3.25

Case 50 Bottles.....11.50

" 60 .....13.20

SOLE AGENTS:

"FRENCH STORE."

No. 18, 18th July, 1910.

## Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES &amp; HOUGH have received instructions to sell by PUBLIC AUCTION,

on

THURSDAY,

the 20th day of October, 1910, at 12 o'clock

Noon, at their Auction Rooms in

100, House Street,

THE VALUABLE LEASEHOLD

PROPERTY,

IN ONE LOT,

known as Nos. 2, 4, 6, 8, 10, 12, 14 and 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 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## Intimation.

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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

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WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter &amp; Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON &amp; CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910. [28]

## BIRTH.

On October 13, 1910, at Shanghai, the wife of R. de Luz, of a son.

## MARRIAGE.

On October 13, 1910, at Shanghai, John Hermann Treddle, of Shanghai, eldest son of Manduke J. Treddle, of The Gables, Watton-on-the-Hill, Surrey, to Winifred Mary Gull, only daughter of the late Arthur Gull, of Rio de Janeiro.

## DEATHS.

On October 13, 1910, at Shanghai, Hope, dearly loved elder daughter of R. S. Douglas, Interment in Scotland.

On October 3, 1910, at Bournemouth, James Markham Dow age 41 years.

On October 13, 1910, at Shanghai, Mrs. Zee, aged 25 years, beloved wife of Mr. C. J. Zee, M.A., Yale, Professor and Director of the Imperial Polytechnic Institute, after sudden illness.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 18, 1910.

FREE SPEECH AND SNOB-BISHNESS.

We remember once hearing that among the Japanese there are no "swear-words," not even such "terms of endearment among sailors," as are contained by, but do not adorn, our language, and all European languages. If this be true we are prepared to concede to the Japanese an immeasurable superiority in this respect over all other civilized tongues. For there is no reason why anyone should be of the opinion of the man who, on hearing this said of the Japanese, expressed his wonder how they managed on board a sailing ship, when something had to be done in a hurry, or how in the world a drill-sergeant succeeded in changing a raw recruit into some semblance of a soldier without using foul words and swearing at him. The answer is that there is in truth nothing to wonder at. There is a story about the mate of a sailing ship who when expostulated with by somebody for using such lurid language in giving his orders, retorted that the men couldn't and wouldn't work properly without these expressions, which they, so he said, understood as an integral part of the orders. He tried doing without them, but it didn't work. The men did not appear to understand their orders unless they included the most blood-curdling abuse. We think, but are not sure, that a similar story is told by Marryat, and that Mr. Chucks, the boat-swain, is the real hero of it. There can be no denying the fact that in Marryat's days there existed a number of "good old customs" which we should not tolerate for a moment now-a-days. The Navy has vastly

changed since, then. We have heard a very angry naval officer cry out at a bluejacket who was not "putting his back into it" when hauling at some rope or other, while some work was being done. "Here you, Tompkins, are you afraid of hurting your dainty fingers, you pretty darling?" That man instantly put his whole strength into the job, and his face of disgust was really worth seeing. We believe that in the Navy of today, swearing and abusively foul language are barred as bad form, by the officers most certainly, by the petty officers probably. And the Navy works as hard to-day as ever it did. With regard to the drill-sergeant, it is unfortunately true that many recruits are provokingly stupid, and that many non-commissioned officers are unnecessarily brutal. This has often been said of the German, and especially of the Prussian, army, yet we have known, with admiration, a Prussian drill sergeant put a recruit through his drill with surprising success, without once using the name of the Deity or of any holy or unholy spirit, without using a word that his mother might not have heard, and yet that recruit was more than once boiling with indignation at the withering sarcasm which his clumsiness had brought upon him. To plead therefore that workmen won't or can't understand orders without being sworn at, and that the habit thus engendered in one accustomed to command has become imperative, and that he cannot express himself forcibly without using words "which are not even to be found in the Bible," as a sailor once put it, is to offer a defence that is bound to break down. Whether it was ever true, in Marryat's time or before it, is doubtful, and we see that it is untrue of the Navy and Army of our days. Even if there were some excuse for misusing sacred names and for employing terms of foul abuse when engaged in very strenuous and exacting labour, there can be none of any kind at all for doing so in ordinary speech. The King's English is a rich and expressive language, full of picturesque adjectives. A man, therefore, who has only three adjectives in his vocabulary wherewith to express emphasis, every one of them either an unnecessary reference to the future state of the wicked, or a horribly and revoltingly filthy word, is either grossly ignorant of his mother tongue, and therefore to be pitied as a half-dumb uneducated barbarian, or is a wilfully foul-mouthed ruffian, to be shunned by people of refined manners and good taste. And this, we must point out, is the reason why the latter so often, quite unjustly, are accused of snobbishness or proud exclusiveness. In a community like ours in Hongkong, where numbers of men live near together in a very small area, social distinctions are apt to become marked, and therefore social jealousies keenly felt and bitterly expressed. There is also a natural tendency for people to form little cliques each a little "Society" as it were. This is quite as it should be, provided that exclusiveness in acquaintance does not mean the exclusion of Christian Charity. It is absolutely impossible in a place like this to know everybody, and all one can do is to settle down to know a few people, with whose habits of thought and of life one is in sympathy, and as far as possible to restrict one's acquaintanceship to them only. It is erroneously supposed by some that women are the greatest snobs, and are more eager to "get on" in the social world (whatever that may mean) than men are. It is imagined by some that to dine occasionally at Government House is the height of social success. Many think that the highest classes in the Colony are the official, Naval and Military, etc. Bitter heartburnings are felt because Mr. So-and-So of such and such a service has not seen fit to extend and develop into nearer acquaintance that nod of recognition which may be the only result of an introduction. All this is in reality very silly. The people one meets at a dinner at Government House are not, as a general rule, more interesting or worth dining with than any other people of the same birth and breeding, and as for distinction of classes, among gentlemen there isn't any. There is no reason to resent Mr. So-and-So's apparent exclusiveness; the poor man's "circle" of people whom he is obliged to remember to recognise is almost more than his memory can bear; that of those to whom he is bound by many nearer ties of intimacy is already uncomfortably large. The slightest of his recognition is therefore no slight intended to the person recognised. Some men are, of course, so versatile and so adaptable that the number of people they know quite well and associate with is enormous. Their memory for names and faces and characters and idiosyncracies is really wonderful. Even if such a man, however, fails to include one in the remembered number, there is not the smallest cause for chagrin or surprise. He has reached his limit, that is all. People who are well endowed with the goods of this world naturally incline to each other's society, and do not unreasonably exclude those less well off than themselves. This is not necessarily being purse proud. On the contrary, such an attitude may be prompted by the most genuine and kindly good-feeling. It is impossible for the poorer people to join in

amusements and pursuits which are beyond their means, and, however refined and well-bred such people may be, they are only a cause of embarrassment and awkwardness when they are prompted by a mistaken social ambition to attempt to do so. We wish to point out that many gentle-folk are misunderstood because they restrict their acquaintance as far as possible to those who have attained their ideal of gentleness. We have heard a burly sea captain complain of the slights which he averred were constantly being put upon him on account of his belonging to the merchant service. He said also that it constantly happened to him to be "dropped" by men to whom he had been introduced, and who had been quite civil to him at the time, and on other occasions. He could not understand it. We, remembering another sea captain, also of the merchant service, who was a *persona grata* in those very circles which were closed to the other, could understand it very well. The truth is that the former, though one of the most gallant and efficient seamen in the world, notorious for his courage, capability and physical strength, was a terribly foul-mouthed man. Though he was well educated and well read, and came of one of those families which seem specially ordained to provide the Navy, Army and the "Professions" with officers and distinguished men, he found himself excluded by the class of people which gladly welcomed his cousin. His horrible and revolting bad language was in reality the sole cause of it. And men who desire to frequent the company of gentlemen must not imagine that it is sufficient to be "one of Nature's gentlemen" in order to be entitled to claim that privilege as a right. A gentleman is not by any means a mere product of Nature, but rather of the most careful nurture and culture. It is insufficient to be brave, loyal and honourable; to be a gentleman and fit company for gentlemen demands all that and more, much more. One of the most imperative of these demanded requirements is a cleanliness and reverence of speech which even if it is not, at least ought to be, the outward expression of a clean and reverent mind.

## LOCAL AND GENERAL.

THE Military Barracks at Mount Austin, the Park, have been flying the "pennant" for the last few days.

THE *Royal Arthur* left this morning for Home with the paid off crews of H.M. Ships in the China Station.

A CHINESE was given three years' hard labour at the Criminal Sessions this morning for kidnapping an eight-year-old child.

Six natives appeared at the Magistracy this morning for fishing with explosives at Stanley. One of the men was fined \$50 and the rest \$10 each.

A NEW Chinese paper called the *Min Li-pao* (meaning "paper established by the people") made its appearance in Shanghai, on the 11th instant.

"THE Triangle" continues his onslaught on Republican Macao in an article on "The Breadless House," for which we regret there is no room until our next issue.

A SCOTTISH newspaper records, with evident surprise, that a policeman and a reporter have been added to the roll of elders in a Stirling church. The appointment is a proof, it says, that the members of these professions are not all so black as they are sometimes painted.

IN our report of Saturday night's performance in aid of the Bedford Relief Fund, we inadvertently stated that Mrs. Schofield did not sing. The lady in question being practically a newcomer on local boards, she was confused with another local artist through an error of identification.

THE Java mail brings word that the Chinaman arrested on the charge of defrauding the Hongkong and Shanghai Bank at Sourabaya has confessed. The confession implicates a cashier. He refused to disclose where the money was kept. Suspicion fell on him because he was spending money freely.

RETURN of visitors to the City Hall Library and Museum for the week ending the 16th October, 1910:

	Library	Museum
Non-Chinese	388	239
Chinese	171	2,891
Total	559	3,130

AT the Criminal Sessions this morning, a native was sentenced to three years' hard labour for larceny. The defendant, who pleaded guilty to the charge, has previous convictions recorded against him and had in several instances to serve terms of six months for returning from banishment.

A CORONER'S inquest was held by Mr. E. R. Hallifax at the Magistracy this afternoon to inquire into the circumstances attending the death of a Chinese prisoner in the Victoria Jail. The jury was as follows:—Messrs. A. L. Hissink, H. C. Hildebrandt and F. D. Barrett. The medical evidence showed that death was due to extreme exhaustion. A verdict was returned in accordance with the medical evidence.

SAMPLES of Chinese ground-nuts received at the Imperial Institute from Hongkong, show that at least two forms are cultivated in China; one of these produces a fairly large pod containing two seeds, and the other a small one containing two seeds. So remarks the *Institute Bulletin*. It is very strange, however, that in its list of the principal ground-nut producing countries, that journal entirely ignores China's position. As a matter of fact, China stands amongst the foremost of ground-nut producers.

## The Wanchai Fire.

## BIG DAMAGE.

As we reported in our issue of yesterday a very serious fire occurred in Wanchai last evening, when an outbreak took place in the timber yards fronting the harbour almost opposite Mr. Mody's coal depot and the Praya East Hotel. What the cause of the fire was, no one seems to know, but it may be readily surmised that where boat-building is carried on and shavings are scattered about in profusion, a dropped match or the end of a cigarette might well have set the place ablaze.

It was, the inflammable character of the contents of the yard where the fire first occurred—namely, Haug Tay's—rendered it impossible to stop the flames and the whole yard was soon in a scorching blaze with plenty of material to feed upon. The whole establishment was soon in such a state that the carpenters had to flee for their lives and discard their tools. Last night it was feared that one very old man had been left behind, but upon inquiry this morning our reporter learns that he got safely away from among the burning sheds. Needless to say, he

FIRE BRIGADE were on the scene instantly and Firemaster Macdonald was amongst the first arrivals. At that time, the wind was blowing from the Kowloon side and the blocks of dwellings fronting the shipbuilding yards were in imminent danger of becoming involved in the conflagration; so that as soon as the hoses were coupled up, the Firemaster's first consideration was to secure the safety of these buildings. Already the shop sign-boards had been scorched and the inhabitants of the upper floors had cleared out in alarm but after a plentiful spray of water had been thrown over the frontages all danger was averted. And, luckily, the then prevailing wind veered round in the opposite direction.

This change of breeze enabled the Brigade to bring all their energies to bear upon the burning timber and boat-shed, which, however, were of such

FLIMS Y STRUCTURE that they went up like match-wood. In the meanwhile thousands of people had assembled on the Praya to witness the sight. The flames were rising to a great height with fierce brilliancy and vast clouds of smoke were ascending to the skies. As a spectacle it was well worth seeing had it not been that personal property was concerned.

About half-past four o'clock a squad of blue-jackets from H.M.S. *Royal Arthur* arrived in a steam pinnace and rendered excellent service, principally in taking a big jolly-boat out of the danger zone. Also on the pinnace there came an armed marine guard, who were a welcome addition to the Police in preventing the burning yards from being looted by the surrounding multitudes of Chinese villagers.

On the Harbour side one Police launch and the steam pinnace from the *Royal Arthur* took care that none of the sampans people made away with spoil. One boatman was arrested in the act of pilfering a number of planks and was handed over to the Police.

So fierce was the conflagration that the wind carried it into the adjoining yards, which extended along that part of the Praya to an extent of about one hundred yards and all in turn were involved in the flames. The yards destroyed are the Hang Tai, Loong Fing Lee, Sam Lee, Kwan Leung, Chan Tai Kee and Man Hop—all of which are believed to be insured, though two are doubtful, the owners being in Canton at present.

Damage was variously assessed at from \$75,000 to \$100,000. This morning the Fire Brigade was still engaged in throwing water upon the burning debris.

## FRAUD BY SEAMAN.

## GOODS OBTAINED IN CAPTAIN'S NAME.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning, Robert Stuart, a seaman on the s.s. *Drumellon*, was indicted on a charge of obtaining goods by means of false pretences, to wit, forging a document purporting to be signed by S. Watt, Captain of the *Drumellon*, on the 9th October last. Mr. C. G. Alabaster, instructed by Mr. H. L. Denny, Sr., from the Crown Solicitor's office, prosecuted, while prisoner was undefended.

The jury was as follows:—Messrs. C. K. Haxton, J. Simpson, A. L. Dawson, F. L. Silva, C. H. Van Delden, R. L. Bridger and W. Wansley. Defendant being asked to enter his plea admitted signing the forged document but added, "I can honestly say I didn't mean to defraud."

The Chief Justice—You say that afterwards.

Mr. Alabaster stated that prisoner was charged under three counts; (1) uttering a forged document; (2) uttering a forged document; and (3) obtaining goods by virtue of a document purporting to come from the Captain of the *Drumellon*. On the 9th October last, defendant was entitled to a certain sum of money which was in the hands of the Captain, the amount being due for wages. The trades people could only get the seamen's goods under an order signed by the Captain. On Sunday the ship was to have left and the Captain made up the accounts on Monday and had no intention of giving any more cheques before the ship left but he did sign a few cheques. On Sunday the defendant left the ship without permission and gave the ship's tailor a piece of paper and obtained \$30 worth of goods. The master hid money due to the defendant in his possession and it was very foolish of defendant to act as he did, because although he gained some advantage by obtaining the clothes, the Captain did not stand to lose anything. The defendant pleaded that he was not sober at the time and had no intention of defrauding anyone, but there was the question of depravity to be considered. Counsel then laid down the law relating to false pretences and explained to the jury that the question they would have to decide was not whether the Captain had lost anything but whether the defendant intended to defraud.

Evidence having been called, the jury returned a unanimous verdict of guilty and defendant was sentenced to six months' hard labour.

## ROBBERY WITH VIOLENCE.

WOMAN IS OAGROD AND HAS BANGLES WRUNG OFF.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning, Chan Yui Tsai and Li Yee were indicted on a charge of armed robbery at Sha-ki-wan on the 4th October last when the defendants stole the sum of \$1, two bangles and a few pieces of clothing. Mr. Alabaster prosecuted. Prisoner was undefended.

One of the prisoners stated that the other defendant took off the bangles from the woman's wrist.

The Chief Justice (To the Court interpreter)—Tell him not to say that.

Mr. Alabaster stated that the prisoners were charged under two counts. Prosecution gave evidence at the Police Court but she subsequently became ill and went to hospital. The case was allowed to stand over from the last Sessions but the woman was still in hospital and he therefore asked the Court to allow him to put in her evidence which was given at the Police Court. The woman knew both the prisoners since last year at Tai Po. On the date in question they went to her house at about three o'clock in the morning. She opened the door and was nearly throttled. The men then gagged her and took her things. She called out, upon which the man ran away. Next morning, both men went to a pawn-shop and pawned the bangles. The men were identified at the Police Station, where one of the men stated that it was the other who stole the bangles and added: "He did not even give me one cash." The man also said that the other prisoner gagged the woman and he put her hands behind her back and took off the bangles. The bangles were pawned for \$5.60, out of which he received 49 cents. On that evidence, a verdict of guilty must be returned.

Prisoners were found guilty and sentenced to three years' hard labour each.

## MORRISON STREET COLLAPSE.

## INQUIRY AT THE MAGISTRACY.

Before Mr. E. R. Hallifax at the Magistracy this morning the adjourned inquiry into the Morrison Street collapse was continued before the following jury:—Messrs. A. L. A. Hissink (foreman), H. C. Hildebrandt and F. D. Barrett. Mr. M. J. D. Stephens appeared for the Union Insurance Society and the Pacific Insurance Company. Mr. P. W. Golding, of Messrs. Golding, Baulow and Morrell, represented the Kiu Hung firm.

Police-Sergeant Leo stated that at about 9 p.m. on the 17th of September last, he saw a collapse near the Western Market, and on going up close to the place, he found that No. 13 and 15, Morrison Street had collapsed. He tried to save life from among the debris. There was no fire. Fire was reported about a quarter of an hour afterwards at No. 15. He then proceeded to assist in the work of rescue.

His Worship—Can you say from your view of the collapse which part fell first and which afterwards?

Witness—No.

Proceeding, witness stated that there was only one party wall. Part of the rear wall fell. The rear walls of Nos. 13 and 15 were still standing. The debris extended right across the street. Shovels were put up at No. 11. Sergeant Garrod spoke to finding some dead bodies among the debris and the identification of same. One of the bodies was in a terribly mutilated condition and could not be identified. The corpse had reached an advanced stage of decomposition.

The proceedings were still in progress when we went to press.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## MERCANTILE MARINE OFFICERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—There has been a good deal heard of late about the number of mercantile marine officers ashore in Hongkong out of employment. So far as I know, the number of mates ashore at present does not exceed a dozen, but even were that number twice as big there should be nothing alarming in it.

Hongkong claims to be about the second largest shipping port in the world. When I was home last year, there were hundreds of ship's officers ashore in every principal port in Great Britain, such as Liverpool, London, Glasgow, etc. Indeed, one only needs to glance at the waiting benches of sea-boarded ships that congregate each morning round the shipping offices at home to see the "super" in order to realise that this port is comparatively very favourably situated.—Yours, etc., A MASTER.

17th October, 1910.

## HERR DERNBURG IN HONGKONG.

Herr Dernburg, ex-German Minister for the Colonies, arrived here this morning from Shanghai by the German mail. We learn from a Shanghai contemporary that his original intention was to visit Shanghai via Peking and Hankow in a week's time, and stay there for ten days or a fortnight, but he has altered his plans, and proceeded first to Hongkong and Canton and will return to Shanghai for a longer visit before leaving for Europe.

Herr Dernburg's visit to the East is a very official, as he is no longer in the Government; but it is only natural that in the case of a man of wide interests his tenure of office should have stimulated his desire to absorb at first hand its great and paramount interest, both commercially and socially, that the affairs of the Far East have assumed in the development of the world. His visit may be taken as an expression of the very great interest that the business community in Germany is taking in the development of the East, and as such the announcement of his trip was warmly received by the competent authorities.

Herr Dernburg was born in South Germany, and is a banker by profession. He began his business career in the States, and was Manager of the Bank of Commerce and Industry when he received the appointment of first Colonial Minister for the German Empire. The post was created as the result of his own efforts to obtain the appointment of a Colonial Minister for colonial affairs. Herr Dernburg is well known in England and he speaks our language fluently.

## THE GRANT CASE.

## DEFENDANT DISCHARGED.

Before Mr. Justice Hallifax, Acting Police Judge, at the Criminal Sessions this morning, John Grant, formerly a Land Surveyor in the Public Works Department, was indicted under eleven charges of obtaining the sum of \$1 from various villagers by means of false pretences. Hon. Mr. W. Rees-Davies, Attorney-General, instructed by Mr. H. L. Denny, Sr., from the Crown Solicitor's office, prosecuted and Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the defendant.

The jury was as follows:—Messrs. G. F. Eberius (foreman), H. C. Hildebrandt, A. L. A. Hissink, A. C. da Silva, A. M. Smith, K. E. Holland and J. Topple.

The Attorney-General stated that the prisoners appeared under an indictment of obtaining money from a number of persons under false pretences. The formidable document which they had just heard read out to them testified that prisoner had obtained money from eleven persons in most cases \$1 and obtained a few instances \$2. The facts of the case were simple but the fraud he would submit was scandalous. It was evidently the outcome of a carefully considered plan to defraud the villagers. On the 6th September last, the defendant visited the village of Tai Nak Sheng and on the previous day he had been to the village of Wong Nai Wo. The mode of operations was very simple. Defendant went from house to house and represented himself as a Government official. He told the villagers that the Government had enacted new laws for the re-numbering of houses and that the sum of \$1 was required in respect of each house. Having obtained the \$1, he presented each of the parties with a slip bearing a corresponding number and said that an official would come the next day to re-number their houses. He left the "valuable" document in their possession and went away, but, needless to say, nobody appeared the next day to re-number the houses. All the witnesses would relate the same story but one woman said that the defendant told her if she did not pay the money, she would be arrested and fined and one or two other witnesses gave stories to the same effect. The money in each and every instance was obtained entirely by defendant's false pretences. The defendant was fortunate enough to secure the services of Mr. Potter. He did not know what defence Mr. Potter was going to set up but as far as he was concerned his case was very clear.

Witnesses were then called.

The jury returned a unanimous verdict of "not guilty" and defendant was discharged.

## DEPARTURE OF MR. R. P. SCHWIERIN.

## A HEARTY SEND-OFF.

Mr. R. P. Schwerin, Vice-president of the P. M. S. B. Co., left yesterday afternoon by the s.s. *Siberia* for Manila. He had a hearty send-off by the Chinese business community of Hongkong, who boarded the steamer in steam launches flying the "Stars and Stripes" and strings of flags. Chinese bands were on board the steam launches. As the Chinese boarded the *Siberia* they were received by Mr. Schwerin who shook hands with each member of the deputation. The ceremony lasted for over a quarter of an hour, after which the party adjourned to the saloon. Crackers were let off as the steamer steamed slowly away from the harbour.

## BEDFORD RELIEF ENTERTAINMENT.

## SECOND NIGHT'S PERFORMANCE.

The second performance in aid of the Bedford Relief Fund was given at the City Hall last night and was attended with as great a success as the initial performance on Saturday night. There was a big house present, who showed their appreciation of the efforts of the various artists by continued applause.

Without detracting from the merits of the various items given in the course of the evening, we have no hesitation in saying that the piece which stood out most prominently was a bracketed number entitled "The Cycle Time" by Snyggens and Mrs. Schofield. Mrs. Schofield is the fortunate possessor of a flexible voice of rare beauty and the pretty duet was sung with perfect cadence and harmony which were immensely appreciated, part of the song having to be repeated owing to the clamours of the audience. The other item given by the same duettists was "I Wish I Were a Fly Bird," which was rendered with equal charm and skill. Mrs. Matland sang "A Song at Midnight" with graceful effect, following it with "Star and Rose," both numbers being well received. Mrs. Edwards' violin was from Wilton's again brought out the wonderful skill of the performer and was an exquisite interpretation of the difficult composition. Mrs. Gordon appeared in "Life" and held the audience by her powerful appreciation of light and shade. Mr. Frank Austin's song from "A Cycle of Life" was given in fine voice while Mr. E. Abney's "I'll Sing These Songs of Araby" was well received. Mr. R. Sutherland again filled the comic role and his clever conjuring tricks with the aid of his assistants' splendid performance. His comic recitation with an imaginary wooden arm for a prop, brought off the wonderful skill of the performer and was an exquisite interpretation of the difficult composition. Mrs. Gordon appeared in "Life" and held the audience by her powerful appreciation of light and shade. Mr. Frank Austin's song from "A Cycle of Life" was given in fine voice while Mr. E. Abney's "I'll Sing These Songs of Araby" was well received. Mr. R. Sutherland again filled the comic role and his clever conjuring tricks with the aid of his assistants' splendid performance. 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## THE SUGAR INDUSTRY IN NEGROS ISLAND.

## BIG DEVELOPMENTS.

We have received from Dr. Paul C. Freer of the Philippines Bureau of Science a copy of the newly-issued publication "The Sugar Industry in the Island of Negros," compiled by Mr. Herbert S. Walker, giving a complete statement of the present methods of sugar production in the chief producing island in the Archipelago. It contains a map and many illustrations, as well as particulars regarding analyses of soil, cane, juice and bagasse; statistics based on official information as to the cost of production, cultivation, cost and location of possible central factories.

The number of plantations, or practically the whole of the island, of 1908-9, on the Island of Negros, taking with him a portable laboratory for the analysis of cane, mill juice, bagasse, and sugar-house products, and, through the

COURTESY OF THE PLANTERS, was facilitated with conveniences for carrying on his work directly on the plantations in the more important sugar districts of the island, being at the same time afforded an opportunity of observing the methods commonly employed in the cultivation of cane and the production of sugar. Representative samples of soil were also secured from each locality, together with all possible data as to their productivity in quantity and quality of cane and sugar yielded.

In point of total sugar produced, Negros has for many years led all other provinces; during the past forty years it has been more closely and intensely devoted to this branch of agriculture than any other section of the country; and, owing to the practical dependence of the majority of the inhabitants on the yearly sugar crop for a livelihood, the industry has been more highly developed here than in the majority of other sections. Out of a total of approximately 1,700,000 metric tons of sugar made in the Philippine Islands during the season of 1907-8, 75,498, or a little over 40 per cent, came from the Island of Negros alone.

THE HACIENDAS of Negros are owned and managed almost exclusively by Spaniards, Spanish mestizos or native Visayanos. Of other nationalities there are only a few Swiss, one or two Americans, and occasionally a Chinese mestizo. Spanish is the universal language among the hacenderos, and is probably in more common use here than in any other part of the Islands. Practically all of the native planters speak Spanish, while only in exceptional cases is one to be found who understands more than a few words of English.

As a result of the analyses made by him, the author comes to the conclusion that while Negros, handicapped as it is by severe tropical rains during a great portion of the year, may never hope to rival the irrigated lands in the Hawaiian Islands, there is no reason why it should not eventually produce fully as much sugar per hectare as the non-irrigated portion of that country. It is regrettable that small attention has been given to fertilization of the soil,

CROP AFTER CROP being reaped with apparently no thought for the future. The author thinks that the data he has been able to gather establishes rather conclusively the fact that, contrary to the general impression that "nothing good can come out of the Philippines," the native cane ordinarily grown in Negros is, in respect to the richness and purity of its juice, equal to that of almost any other sugar-producing country in the world, and, having in addition a comparatively low fibre content, could hardly be improved upon in its adaptability to a thorough and economical extraction by milling.

As regards the preparation of the land for planting, the old-style native wooden plough by the carabao is still largely in the majority, and, although American ploughs are coming into more general use each year, it will probably be a long time before the native implement is entirely supplanted, as the latter has the advantage of cheapness and simplicity.

THE SUGAR MILLS. Methods of transporting cane from the fields to the mill are numerous and varied. The larger, better-managed haciendas are fairly well equipped with light portable tramways, mostly of English, German, or Belgian make. Bullock haulage is also employed, and in some cases men push the cane along the rails. The sugar mills of Negros may be divided into three classes—first, those driven by steam; second, those run by water power; and, third, those using carabao or oxen as a motive power. Of these, the steam mills greatly predominate; the carabao mills are rapidly disappearing; while the water-power mills are confined to the small interior haciendas.

GROWING THE CANE and manufacturing it into sugar does not end the labours of the planter in Negros; he must bring the sugar to the seacoast of the closest lancha anchorage, load it, and arrange for its reception and sale at Iloilo. If he is fortunate enough to own a plantation near the sea or on the banks of some navigable river, loading the boat will only cost him 1 or 2 centavos per picul, while his neighbours farther inland must bring their sugar down a few tons at a time in carabao carts over not the best roads in the world, paying in extreme cases as high as 30 centavos per picul.

Transportation to Iloilo is effected in lanchas—small, flat-bottomed schooners especially built for this trade, of very light draft, and having a capacity of 100 tons or less—the freight rate varying, according to distance, between 15 and 30 centavos per picul. Once in Iloilo, the sugar is taken in charge by the planter's agents, who attend to the discharging, weighing, classifying, repacking, etc., and either sell it at the market rate, or store it subject to orders in their warehouses.

On the whole, this work of Mr. Walker is of much popular interest, as well as containing a vast amount of comparative information that must be highly useful to all those engaged in the sugar industry in the Philippines.

## CANTON DAY BY DAY.

## SHAMEN NOTES.

[From Our Own Correspondent.]

Canton, 16th October. Some time ago I reported the robbery and later on the discovery of jewellery belonging to Mrs. Rule. The thief was handed over to the Nam Hol Magistrate and on Friday received his sentence. He is to be on the cage outside the Standard Oil Company's premises and then be taken to the chief town of the district (Tung Koon) where he will have to undergo a period of two years' imprisonment. This is an exemplary sentence and it is to be hoped will act as a deterrent for any other Chinese desiring to make Shammen the scene of his nefarious actions. I also hear that the police have a clue that is likely to lead to the arrest of the perpetrator of another robbery committed here a good many months ago.

The weather during the last few days has been beautiful. The nights are delightfully cool while the mornings have crispness about them which is most enjoyable. The new swimming-bath is not so much patronised of an early morning as formerly, but the tennis courts are being well patronised and the Bund presents quite an animated appearance of an evening. There have also been several good football matches lately.

I am told that a German Bank is soon to begin operations here and that two London firms will before long open agencies. From what I hear, German trade is greatly on the increase in South China just now.

THE RECENT BANK FAILURES. There is still a great deal of anxiety felt among native merchants regarding the recent bank failures. The closing of the great Yuen Fung Yuen Bank was followed by the closing of several of the smaller banking concerns and these suspensions of payment have hit many of the merchants very hard. The Provincial Government is, however, doing all in its power to prevent a panic and a proclamation has been issued calling upon the people to be patient, as if they are so not much harm will be done. It would appear from the proclamation that the closing of the Yuen Fung Yuen Bank is but temporary and that as soon as help from the Government and Foreign Banks can be obtained, business will proceed as usual.

There was a run on one of the biggest native banks a few days ago, but the large quantity of specie displayed and the quickness of the payments soon dissipated suspicion and the run ceased. However, matters in native commercial circles are in a troubled state and it is only by prompt action on the part of the government that a crisis is to be averted.

CUTTING THE QUEEN. There is a great deal of talk going on about this subject just now and nearly all sections of the community with the exception of a few conservatives are favourable to the step being taken. I have heard many scathing denunciations of this useless appendage from many Chinese. It is stigmatised as dirty, useless, cumbersome and without beauty. The real root however of its present disfavour is that it is an outward and visible sign of the Manchu yoke. There is a great wave of patriotism passing over the land and anything that tends to show the Manchurian domination comes in for more or less severe censure. Even in the country districts the news that the queue is to be cut last year has been received with favour and even to as far remote place as Ying Tak I am told that many have already cut it off and that some have even adopted Western clothes. It is the costume question that is the hotly-contested point. A queueless Chinese in a long robe is not quite a thing of beauty that is a joy for ever and to adopt the Western style would, many Chinese say, ruin many native industries and put profit into the hands of foreign merchants. There is no doubt however that Chinese inequality will find a solution to the problem.

BUILDING ACTIVITY IN CANTON. The building trade should be doing well here just now. Along the new Bund and towards Sha He there are a very large number of new hotels, shops and private residences in course of construction. All these buildings are a great improvement on the old-fashioned style for they are, almost without exception, roomy, commodious and well built. The fronts of some of the hotels are wonderful specimens of Chinese decorative art, many being profusely gilded from ground to roof. Near Sha He there is a scheme on foot to erect a number of palatial houses for wealthy men and the place will be laid out in broad walks and planted with trees. Already people are speaking of it as the "Chinese Shammen." In Honam, also, there is a great deal of building going on and here also the improvement in the style and size of the house is noticeable.

NATURALISATION NOT RECOGNISED. Some time ago a Chinese named Tse Sai Mau became a naturalised subject of Portugal. A few days ago he made application through the Portuguese Consul for a passport to enable him to travel in safety through the Two Kwangs. The Viceroy refused to sign the document on the grounds that Tse is still a Chinese subject and that his Portuguese naturalisation counts for nothing as the permission of the Peking Government was not obtained. I know of a house, here in the Sai Kwan to the wall of which is proudly fixed a large brass plate bearing the owner's name and underneath in large letters "British Subject."

REVOLUTIONISTS. The eastern part of the Chiou Chau district borders on to the Fakie Province. Those who have been there report it to be a wild country inhabited by numbers of wild lawless people who are always on the slightest provocation ready to give trouble. Knowing this, certain sects of revolutionists have chosen this place for their headquarters and there is likely to be trouble. To prevent possible strife the Chiou Chau Brigadier General has stationed some of his best troops in the disaffected places and it is to be hoped his efforts will be successful. I have also heard that in the Kwai Chau Province attempts are being made to stir up

the people against the government and Christian Churches. In the province in question, which is characterised by one of the most backward of China, the modern schools have come under the ban of the mob, the reason being that the new learning which emanates from them is unpatriotic.

CELESTIAL TROUBLES. Such is the superstition of the people and the suspicion with which they hold those in authority that even such a small thing as numbering the houses preparatory to taking a census is a prolific source of trouble. It has been formerly reported how in different parts of the province riots of a more or less serious nature have broken out. The latest trouble to be reported has taken place in a remote place in the Liu Chau Prefecture, and the news has just been brought in by a missionary who has returned to the Provincial City. It appears that the deputy in charge of the numbering proceeded rather roughly with his work refusing to give the natives an explanation for his proceedings. Friction at once broke out which ended in the retreat of the deputy and the demolition of nine houses. The word then went forth and that the Mission premises were to be destroyed and the missionaries found it necessary to make good their escape. The ultimate result of the disturbance is not yet to hand.

A DISTURBED WEDDING. A rich man named Ng living in the Sanning district had betrothed his daughter to the son of another rich family. The day of the wedding arrived and many valuable presents were sent. The local bandit got to hear of this and swooped down upon the house while the festivities were in full progress. The presents and all other valuables were quickly taken out of the house and the jewellery snatched from the persons of the women. In the midst of the scuffle the mother-in-law cried out that she recognised some of the men. One of the rascals at once drew a knife and fatally stabbed her. Another person concerned has been arrested. Another bad case of robbery occurred a few days ago in Honam at a place called Tai Tong. A merchant, with a good sum of money in his possession, was seized by a number of robbers who deprived him of all he had and decamped. The aggrieved man reported his loss at the next military station and a few soldiers were sent off presumably to catch the murderers but after a short time came back saying that no trace of them could be seen. The merchant on his arrival at Canton reported the matter to Admiral Li at the same time giving it his opinion that the military officer was in league with the bandits. A space of two days has been granted to the officer to recover the plunder, failing which he will be degraded.

## KOLANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 27th September, 1910. Present:—Messrs. W. Kiuse (Chairman), J. S. Fenwick, J. Mancini, L. I. Thomas, K. Tsudauraba, the Health Officer, the Secretary and the Assistant Secretary. The minutes of the last meeting were read and confirmed. Letters are read from the Senior Consul (1) concerning the minutes of a meeting of the Council held on the 20th ultimo, and (2) requesting the Council to send him a list of the non-Chinese quarry owners and other persons engaged in cutting or quarrying stone. Messrs. J. P. Morley and H. Gottwald's valuation of the property mentioned in minute 3 of the last meeting is read. It is decided to inform H.B.M. Consul that the Council regrets being unable at present to make an offer, as they do not consider they would be justified in expending money on the purchase of the property in question without first consulting the Ratepayers, they therefore propose bringing the matter forward at the Annual Meeting in January.

An application from Mr. J. A. Morley, for a license to give cinematograph performances in a Marquee on the lawn of the Sea View Hotel, or in the Club theatre, is granted. The Secretary is directed to inform Mr. K. Noda, the Tamsui artesian well contractor, in reply to a letter from him, that nothing can be done in the matter of sinking such wells until the question has been brought before the Ratepayers at their next Annual Meeting. A letter is read from the British Municipal Council Chinkiang, asking for copies of our Regulations &c. The Secretary is instructed to forward same. The Secretary reports that samples of milk were taken from the eight dairies in the Settlement on the 23rd inst., and forwarded to Hongkong for analysis.

In reply to a letter from Mr. Lim Hock Fui, he is to be informed that there is no objection to his cutting or trimming stones which has already been quarried, but it must be distinctly understood that no further quarrying or blasting is to take place after the 30th inst.

Mr. J. S. Fenwick, in tendering his resignation of his seat on the Council, owing to his approaching departure for home on leave, having briefly touched on the question of a Water and Drainage Scheme for the Settlement begged to thank the Chairman, his predecessor in the chair, and the other members of the Council and especially the Secretary, for the courtesy shown to him during the two years he had been a member.

The Chairman, in proposing a vote of thanks, which was seconded by Mr. Mancini and carried unanimously, said that Mr. Fenwick had during his two years' service on the Council, performed excellent work, especially on the Works, Assessment and Finance Committees. They were sorry to lose him and trusted that on his return to Amoy after what he hoped would prove an enjoyable holiday, they would again have the benefit and assistance. They wished him all good luck.

The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the last meeting:—Summons, 1, Throwing rubbish, &c. into the public drains 7, Erection of land 2, Debt 2, Failing to call premises 1, Assault 2, Allowing cattle and pigs to stray 2, Summary Arrests: Wounding 1, Creating disturbance 3, Assault 2, Trespass 1, Theft 2, Committing a nuisance 2.

(Signed) W. KRUSE, Chairman.

By order, C. B. MITCHELL, Secretary.

## Today's Advertisements.

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. &amp; O. S. N. Co.'s Steamer

"JAPAN," Captain H. W. A. Clark, R.N.R., will leave for the above places TO-MORROW, the 19th inst., at 10 a.m.

For Freight or Passage, apply to E. A. HEWETT, Superintendent, Hongkong, 18th October, 1910.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"JAPAN,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 17th October, 1910.

## COMMERCIAL.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Knodder & Co.:—

Allagars	4/9
Anglo-Javas	11s. 7
Anglo-Malays	23/3 ex div.
Balgowries	5/13
Batu Tigas	100/-
Bertams	7/-
Bukit Kajangs (pp.)	46/-
Carey United	19/9 prem.
Castelfields	120/-
Changkat Serdangs	9/-
Cheras (part paid)	8/- prem.
Do. (fully paid)	8/-
Damansaras	150/-
Eastern Internationals	11/9 prem.
Glenhays	51/75
Highlands and Lowlands	10/6 ex div.
Indragiri	5/7
Kamunings	5/6 prem.
Kuala Lumpurs	165/-
Lacandons (fully paid)	—
Lusadrons (ppd.)	—
Leedburys	75/-
Linggis	43/6
London Asiatics	12/- ex div.
London Ventures	6/-
Melilams	6/-
Pajams	12/-
Pegohs	53/-
Rubber Trusts	20/- prem.
Saggas	270/-
Sandycrofts	53/-
Spongons	24/-
Seafields	26/10
Shelfords	70/-
Singapore & Johore	51/3
Sematra Paras	100/-
Sengul Chohs	97/6
Sungel Kapars	14/9
Tangkabs	32/6
Teorangle	2/- prem.
United Serdangs	100/-
United Singapore	51/50
United Sumatras	8/6
United Langkats	80/-
Duffs	14/9
Tonohs	32/- ex div.
Para Rubber	6/- per lb.

## SEPT. RUBBER RETURNS.

GALANG:—1,668 lbs.; 1,500 lbs. HAWOOD:—1,168 lbs.; Tin 305 pikuls; Tin sales \$6,120; Revenue from tin mined on tribute \$500; Working expenses on mining \$3,000; Approximate profit from Mining \$3,620.

## H. A. LINER DISABLED.

PICKED UP BY THE S.S. "MONTAGLE"

The C.P.R. steamer *Montagle* was scheduled to reach Wonsung about 6 a.m. to-day, and as she is bringing a large number of well-known Shanghai people back to their homes in the Model Settlement, her arrival has been a matter of eager anticipation. Late yesterday afternoon, however, a "wireless" message was received by the agents from the *Montagle* announcing that she had picked up the *Himburg*: America liner *Arnyne*, disabled, a couple of hundred miles outside Nagasaki, and had taken her in tow, reports the *Shanghai Times* of 15th inst. She cannot therefore get in to Wonsung earlier than about 6 p.m. to-day, and it may possibly be an hour or so later. The tender going down to meet her will leave Shanghai at 4 p.m. Amongst the *Montagle's* passengers are Mrs. J.O. Ferguson and her children; Mrs. C.E. Roach and child; Miss Davies, and, it is thought, Mr. A.P. Stoker, founder of the eminent law firm of Platt, Teesdale and Macleod.

## Events Coming.

Thursday, 20th October. Property sale by Hughes and Hong, 12 o'clock, noon. Legislative Council meeting, 2.30 p.m.

Monday, 21st October. Breaking-up of Camp, Hongkong Volunteer Corps.

## Intimations.

ASAHI  
ASAHI  
ASAHI  
and  
SAPPORO  
SAPPORO  
SAPPORO  
BEER.

AWARDED  
GOLD MEDAL  
AT  
ANGLO-JAPANESE  
EXHIBITION.

PRICES:  
4 Doz. Quarts ..... \$12.00 per case  
8 Doz. Pints ..... \$13.50 " "

OF ALL  
WINE  
MERCHANTS

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

## Intimations.

APPLES!  
APPLES!  
"TASMANIAN STORMERS"  
of  
EXCELLENT QUALITY  
20 cents per lb.  
THE DAIRY FARM CO.,  
LIMITED.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... \$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEES, ESTATE AGENTS, ATTORNEYS, &c. Undertaken and Executed. SHAW, TOMES & CO., General Managers.

Hongkong, 12th March, 1908.

## HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

GRAND OPENING NIGHT: FRIDAY, OCT. 28th, at 9 p.m.

LOCATION: CAUSEWAY BAY.

Our New-all-Star Company of London and Continental Artists

30 IN NUMBER

JOHN ROUGAL'S

Most up-to-date Animal Act in the World.

FIVE FULLY GROWN TIGERS

Performing in a large cage erected in the Circus arena.

THE BROTHERS KAVANAGH,

AUSTRALIA'S PREMIER SOCIETY JUGGLERS.

THE WEITZMAN TROUPE

(5 in Number)

Gymnasts, Acrobats and Acrobats.

THE TRIO FROLIO

Two Ladies and One Gentleman.

THE SISTERS LOUISE AND ANGELINA BASCA

In their great Surprise Sharpshooting Act with Repeating Rifles and Pistol.

(Cartridges 22 Shot).

Piccolo and Fiori (Continental Comedians)

With their Canine Wonders who appeared before the King and Queen at Buckingham Palace.

ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"

WHO PERFORMS THROUGHOUT THE WHOLE PROGRAMME.

RUDSIT, TRAMP CYCLIST.

MISS JESSIE BOWER,

Song and Dance Artist.

DICK HAYES,

Talking and Singing Clown.

NOVELLAS,

The Mirthful Mimic.

AND

THE CHAMPION ALL ROUND DUO,

JENNIE & WILLIE HARMSTON-LOVE.

OUR STUD OF PERFORMING HORSES AND PONIES TRAINED AND INTRODUCED BY

AFRED RYAN.

OUR BEAUTIFUL ARAB STALLIONS.

Our Menagerie consists of performing Elephants, Tigers, Leopards, Bears, Kangaroos, Emus, African Baboons, Dogs, Monkeys, &c.

Booking for Boxes and First Class Chairs at ROBINSON PIANO COMPANY.

SPECIAL MATINEE PERFORMANCES

WEDNESDAY AND SATURDAY AFTERNOONS

Doors open at 3 o'clock. Performance at 4 sharp. Children, Half Price at Matinees only.

Evening Performance at 9 sharp. Doors open one hour earlier.

PRICES OF ADMISSION.

Full Box 6 Chairs ..... \$15.00

Singl. Seat (Box) ..... 3.00

Chairs ..... 2.00

Stalls ..... \$ 1.00

Soldiers and Sailors in Uniform half-price to the \$1 and 2 seats.

BOOKING AT ROBINSON PIANO CO.

N.B.—Special Train will run before and after the Performance.

MADAME HARMSTON-LOVE, Proprietress.

COLL. BOB LOVE, Manager.

R. ALTON,

W. H. BROWNE, Agents.

Hongkong, 15th October, 1910.

1657

## NICOLA ESCAPED

from our box at the City Hall, but neither he nor anyone else can escape from the fact that

## Dr. MacKenzie's Stout

is the best Stout to take now that the Cool Weather has set in. For anyone training for Athletics of any sort it is invaluable. It builds up the Nerves and Tissues, and taken after a strenuous game it has a marvellously invigorating effect.

In Quarts, Pints, and Splits from

H. PRICE & COMPANY, LTD.,

12, Queen's Road Central,

Hongkong.

Telephone No. 435.

Advertisements, 18th October, 1910.



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTEAGLE" WEDNESDAY, JAN. 15TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" "Empress" Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, via Asia, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Servants, Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (tarmed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 445.

Via New York 445.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. BRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 21st Oct., 4 P.M.
TIENSIN	"CHIPSING"	SATURDAY, 22nd Oct., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	FRIDAY, 28th Oct., Noon.
MANILA	"LOONGSANG"	FRIDAY, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"RUTSANG"	SATURDAY, 29th Oct., Noon.

## RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namang* and *Pookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dair, Simprang, Tawao, Usukan, Jerselton and Labuan.

For Freight or Passage, apply to JASDINE MATHESON & CO., LD.

Telephone No. 215, Hongkong, 18th October, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"OHINHU"	20th Oct., 4 P.M.
HAIPHONG	"SINGAN"	22nd Oct., Noon.
SHANGHAI	"ANHUI"	22nd Oct., Midnight.
ILOILO & CEBU	"BUNGIANG"	25th Oct., 4 P.M.
MANILA	"TEAN"	25th Oct., 4 P.M.
SWATOW, CHEFOO & TIENSIN	"KURIOHOU"	25th Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

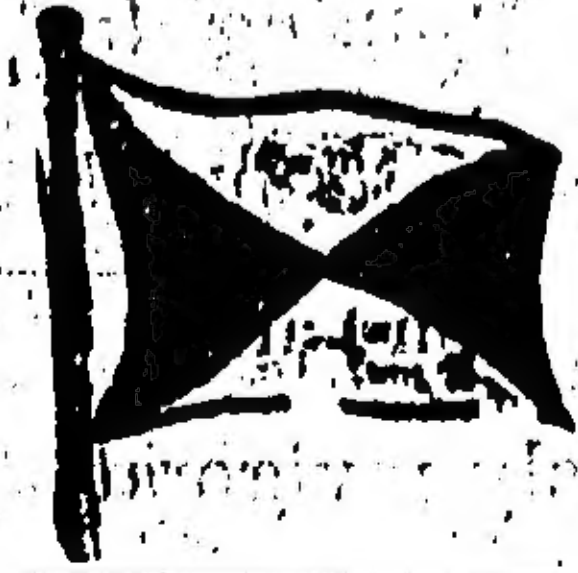
## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Lianan*, *Chinkai*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS, Telephone No. 16, Hongkong, 18th October, 1910.



## HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	8540	R. Rodger	MANILA	SATURDAY, 22nd Oct., 11 Noon.
LAURO	8540	A. Fraser	"	SATURDAY, 29th Oct., 11 Noon.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO.

Telephone No. 17, Hongkong, 17th October, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 2nd Nov., at Noon.
VICTORIA and TACOMA v. MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 23rd Oct., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY AND FOCHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
\$78.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th October, 1910.

S. HIROI, Manager.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DISTINATIONS.	STEAMERS.	SAILING DATES 1909
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Fraser, Tons 9300 TANGO MARU, Capt. A. Christensen, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 26th Oct., at Daylight. WEDNESDAY, 26th Nov., at Daylight. WEDNESDAY, 27th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Hiedt, Tons 7000	SATURDAY, 5th Nov. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 8th Nov., at Noon. TUESDAY, 6th Dec., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winckler, Tons 6000	FRIDAY, 28th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
BOMBAY via SINGAPORE & COLOMBO	ORYLON MARU, Capt. Fred. Pyne, Tons 6000	WEDNESDAY, 26th October, P.M.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Combes, Tons 5000	WEDNESDAY, 26th October.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6000	WEDNESDAY, 26th Oct., at Noon.
KOBE and YOKOHAMA	AKI MARU, Capt. K. Hommes, Tons 7000	THURSDAY, 27th Oct., at 5 P.M.
YOKOHAMA	KAWACHI MARU, Capt. H. Peterson, Tons 7000	SUNDAY, 27th October.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Calling at Saigon.

## PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIYASAKI MARU	9,000	15th Feb.	To London, per New Steamer 1st class Single...Y550 Return...825
KITANO	9,000	1st March	" " 2nd class Single...Y350 Return...540
IYO	7,000	15th "	" " Old Sir 1st class Single...500 Return...750
HIRANO	9,000	29th "	" " 2nd class Single...350 Return...495
TANGO	9,000	12th April	
KAMO	9,000	26th "	
AKI	9,000	10th May	
MISHIMA	9,000	24th "	

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points 1st class Single...Y30
INABA	7,000	28th March	" " 2nd class Single...21
TAMBA	7,000	25th April	To London via New York 1st class Single...Y60
AWA	7,000	23rd May	" " via St. Lawrence 1st class Single...Y59

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to T. KUSUMOTO, Manager.

## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADMN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, GOVINDAVATH, A. P. PORT, and SOUTH AFRICAN PORTS.)

## THE Steamship "DEVANHA."

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this port on SATURDAY, 20th OCTOBER, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malwa*, 10,883 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Mar-mora*, due in London on 10th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 17th October, 1910.

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship "GREGORY APCAR."

Captain S. H. Balton, will be despatched for the above ports on THURSDAY, the 20th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 17th October, 1910.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On about
Kumano	6,233	G. B. McGill	19th Oct.
Ayamori	4,393	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient indorsement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 27th September 1910.

## HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAVELLI" SATURDAY, 22nd Oct. 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 12th October, 1910.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK ONLY.

S.S. "LOTHIAN" SATURDAY, 23rd Oct.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 13th October, 1910.

## Shipping—Steamer.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship "ALDENHAM."

Captain St. John George, will be despatched as above TO-MORROW, the 19th inst., at Noon.

This well-known Steamer is especially fitted for Passengers, and the Cabin is fitted with electric light, and the supply of provisions, ice, &c., throughout the voyage.

The Steamer is installed with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 18th October, 1910.

## Consignees.

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH," FROM MIDDLESBROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2.45 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th October, 1910.

## NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

## THE Steamship "PRINZ WALDEMAR."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of October, at 9.30 A.M.

All claims must reach us before the 27th of October, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELOHRS & CO., General Agents.

Hongkong, 16th October, 1910.

## NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

## THE P. &amp; O. S. N. Co.'s Steamer "ASSAYE."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be stored out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London &c., ex S.S. *Macedonia*.

From Persian Gulf, ex B.I. S. N. and B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.



## Post Office

Post Office.			
Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.			
A Mail will close for:—			
Qwong-chow-wai, Holhow, Tourane and Qunbun—Per <i>Carl Didrichsen</i> , 19th Oct. 8 A.M.			
Singapore, Penang and Colombo—Per <i>Nora</i> , 19th Oct., 9 P.M.			
Swatow—Per <i>Halmura</i> , 19th Oct., 9 A.M.			
Salgon—Per <i>Victoria</i> , 19th Oct., 10 A.M.			
Shanghai—Per <i>Patrovia</i> , 19th Oct., 10 A.M.			
Europe, &c., India, <i>via</i> Taikoria—Per <i>P. H. Frederick</i> , 19th Oct., 11 A.M.			
Shanghai, Yokohama and Kobe—Per <i>China</i> , 19th Oct., Noon.			
Macao—Per <i>Sui Tai</i> , 19th Oct., 1.15 P.M.			
Qwong-chow-wai, Holhow, Tourane and Qunbun—Per <i>Helena</i> , 20th Oct., 8 A.M.			
Singapore, Penang and Calcutta—Per <i>G. Apter</i> , 20th Oct., 10 A.M.			
Molli, Nagasaki, Kobe, Yokohama, Honolulu, San Francisco, to connect with <i>s.s. Siberia</i> , a Kobe—Per <i>Sifu</i> , 20th Oct., 11 A.M.			
Macao—Per <i>Sui Tai</i> , 20th Oct., 1.15 P.M.			
Shanghai—Per <i>China</i> , 20th Oct., 5 P.M.			
Swatow, Amoy and Foochow—Per <i>Halmura</i> , 21st Oct., 10 A.M.			
Shanghai, Molli, Kobe and Yokohama—Per <i>Nora</i> , 21st Oct., 10 A.M.			
Thursday Island, Ootkawa, Oahos, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per <i>Altkham</i> , 21st Oct., 10 A.M.			
Salgon—Per <i>Lozier</i> , 21st Oct., 1 P.M.			
Maula—Per <i>Yuanan</i> , 21st Oct., 3 P.M.			
Jesselton Kudat and Sandakan—Per <i>Borneo</i> , 22nd Oct., 8 A.M.			
Maula—Per <i>Rubi</i> , 22nd Oct., 11 A.M.			
Molli, Kobe, Yokohama, Honolulu, Manzanillo, Salina Cruz, Colima, Iquique and Valparaiso—Per <i>Buya</i> , 22nd Oct., 1 A.M.			
Halphong—Per <i>Sigan</i> , 23rd Oct., 11 A.M.			
SHANGHAI VIA SIBERIAN Mail to Europe—Per <i>Anhui</i> , 23rd Oct., 5 P.M.			
Europe, &c., India, <i>via</i> Taikoria—Per <i>Oceanic</i> , 25th Oct., 11 A.M.			
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.O.)—Per <i>Empress of China</i> , 28th Oct., 5 P.M.			
Korose, &c., India, <i>via</i> Taikoria—Per <i>Dronka</i> , 29th Oct., 11 A.M.			
Steamers Expected.			
Vessels	From	Agents	Date
P. Alice .....	Singapore	M. & Co.	Oct. 2
Emp. of China .....	Shanghai	G. P. R. Co.	Oct. 2
Namer .....	Singapore	P. & O. Co.	Oct. 2
Empire .....	P. Darwin	G. L. & Co.	Oct. 2
Chicago Maru .....	Japan	O. S. K.	Oct. 2
Perla .....	Mexico	E. H. F. Co.	Oct. 2
Fookang .....	Calcutta	J. M. & Co.	Oct. 2
Manchuria .....	Yokohama	P. M. Co.	Oct. 2
Oslyo Maru .....	San Fclco	P. K. K.	Nov.
Asia .....	San Fclco	P. M. Co.	Nov.

ander C. H. Woodward	Onling
H. Stevenson	West River
ander C. L. Lucas	Hongkong
ander E. J. Somby	Yang 22
ander J. M. Barker	Hon: kong
Trillo	Hong kong
G. J. Kyres	Yang 2
ander R. J. Buchanan	Hongkong
ander M. B. Bailie Hamilton	Yang 2
ander C. Lloyd Thomas	Hongkong
ander R. L. Hancock	Singapore
ander G. B. Harford	Hongkong
ander M. H. Wilding	Yang 2
ander M. R. Brooks	Yang 2
ander G. F. A. Muirlock	Yang 2



## SHARE QUOTATIONS.

Supplied by Messrs. S. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	ATWORKING ACCOUNT	ATWORKING ACCOUNT	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	{ \$1,500,000 \$15,00,000 \$350,000	\$2,019 0	{ \$2 for first half year ending 30.6.10 @ ex 1/5 = \$12.45	5 %	{ \$920 sellers \$86 10/-
National Bank of China, Limited .....	99,925	£7	£6	{ \$4,000 \$1,00,000	\$20,532	\$2 (London 1/6) for 1909 .....	...	\$80 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$150,000 \$1,350,000	none	\$10 for 1908 .....	5 1/2 %	\$175
North China Insurance Company, Limited .....	10,000	£15	£5	{ Tls. 225,000 Tls. 225,000 Tls. 137,308	Tls. 205,119	Interim div. of 7/6 for 1909 .....	5 %	Tls. 210 sellers
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	{ \$1,000,000 \$100,000 \$900,000	\$27,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909 .....	...	{ \$40
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	{ \$1,000,000 \$100,000 \$900,000	\$70,637	{ \$12 for year ending 31.12.08 and interim of \$3 on account of 1909 .....	7 1/2 %	\$195 sales
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,000,000 \$100,000 \$900,000	\$4,840	\$6 and bonus \$2 for 1908 .....	7 %	\$215 sales
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,500,000 \$150,000 \$1,350,000	\$426,218	\$27 for 1908 .....	8 %	\$355 sales
<b>SHIPPING.</b>								
China and Manilla Steamship Company, Limited .....	30,000	\$25	\$25	{ \$57,743 \$57,743 \$57,743	Dr. \$5,777	\$4% for 1908 .....	...	\$10 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000	Nil	\$2 for year ending 30.6.1908 .....	...	\$22 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ \$57,743 \$57,743 \$57,743	\$24,756	Dividend of \$1 1/2 for 30.6.10 .....	8 %	\$31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) .....	60,000	£5	£5	{ £13,100 £13,100 £13,100	£7 537.2	{ 6/- for 1909 on Preference shares only @ ex 1/9 11/16 = \$1. 154. Final div. of 2/6 par sh. (coup. 14) making in all 4/6 par sh. for '09 & an int. div. of 1/- per sh. on ac. for '10 .....	...	\$58 sellers
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	{ £20,000 £20,000 £20,000	£192,994	A dividend of 7 1/2 % A bonus of 1 1/2 % for yr. ending 30.4. 1910 .....	5 %	\$23 buyers
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000	\$1,159		5 %	\$23 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$120,000 \$120,000 \$120,000	Dr. \$1,090	\$5 for half year ending 30.6. 1910 .....	6 %	\$145 sellers
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000	Dr. \$115,893	\$3 for 1907 .....	...	\$15
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £15,000 £15,000 £15,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14) .....	9 %	Tls. 15 sellers
Headwaters Mining Company .....	50,000	Pa. 10	Pa. 10	{ \$10 \$10 \$10	none	First year .....	...	Pa. 10
Raub Australian Gold Mining Company, Limited .....	150,000	£1	£1	{ £18,100 £18,100 £18,100	£4 571	\$1 per share 1910 dividend .....	5 %	\$7 sellers
Oriental Consolidated Mining Co., Ltd. ....	50,000	G \$10	G \$10	{ \$10 \$10 \$10	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	\$0/-
Docks, Wharves & Godowns.								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$25,000 \$25,000 \$25,000	Dr. \$1,460	\$1.75 for year ending 31.12.05 .....	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	\$25,447	\$2 1/2 for 1909 .....	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	\$41,765	3 1/2 for half year ended 30.6. 1909 .....	...	\$49
Shanghai Dock and Engineering Co., Ltd. ....	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,261	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4. 1910 .....	8 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited .....	36,000	Tls. 100	Tls. 100	{ Tls. 607,857 Tls. 607,857 Tls. 607,857	Tls. 9,222	Interim of Tls. 3 for 1910 .....	7 %	Tls. 108
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 1,314	Tls. 6 for year ending 29.2.11 .....	8 1/2 %	Tls. 97 sales
Central Stores, Limited .....	50,125	\$15	\$15	{ \$15,000 \$15,000 \$15,000	\$2,044	\$3 on old shares \$1 1/2 on new shares for half year ending 30.6.10 .....	5 1/2 %	\$121 sellers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	\$1,277	Interim of \$3 1/2 for 1910 .....	7 %	\$100 sa. & b.
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000	\$1,472	45 cents for 1909 .....	6 %	\$72 sellers
Humphreys Estate & Finance Company, Limited .....	150,000	\$20	\$20	{ \$20,000 \$20,000 \$20,000	\$269	\$2 1/2 for 1909 .....	8 %	\$52 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	none	Interim of Tls. 3 for 1910 .....	6 1/2 %	Tls. 111 sales
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 1,525,045 Tls. 1,525,045 Tls. 1,525,045	Tls. 6,069	Interim of \$1.80 for 1910 .....	8 1/2 %	\$59 sales
West Point Building Company, Limited .....	12,500	\$50	\$50	{ \$50,000 \$50,000 \$50,000	\$1,958			
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 10,992	Tls. 21 for year ending 31.10.09 .....	8 1/2 %	Tls. 103 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$6,553	50 cents for year ending 31.7.08 .....	...	\$51
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.09 .....	10 %	Tls. 50 sales
Luen-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 8,329	Tls. 6 for 1909 .....	10 %	Tls. 50 sales
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 200,000 Tls. 200,000 Tls. 200,000	Tls. 21,172	Tls. 25 for 1909 .....	17 %	Tls. 220 buyers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ \$1,500 \$1,500 \$1,500	\$248	15 % per share for 1909 .....	...	18 sellers
China-Boroo Company, Limited .....	60,000	\$2	\$2	{ \$120,000 \$120,000 \$120,000	Nil	60 cents for 1909 .....	6 1/2 %	\$9 sellers
China Light and Power Company, Limited .....	50,000	\$1	\$1	{ \$50,000 \$50,000 \$50,000	\$7,242	60 cents for year ended 28.2.06 .....	...	\$1.20 sellers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000	\$12,602	80 cents for 1909 .....	10 %	\$8 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000 \$1,000	\$1,892	\$1.20 for year ending 31.7.09 .....	6 1/2 %	\$172
Green Island Cement Company, Limited .....	400,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$1,390	Interim of 15 cents per share for 1910 .....	10 %	\$4.65 sellers
H. Price & Company, Limited .....	12,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$670	14 per cent. viz. \$1.40 for 1909 .....	12 %	\$12 sellers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10 .....	6 %	\$20 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$100,000 \$100,000 \$100,000	\$7,626	Interim of \$1 per share for 1910 .....	6 %	\$135 sellers
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$4,176	Final of \$1 making in all \$2 for 1909 .....	9 %	\$20 sellers
Maatschappij tot Rijp. Bosch en Landbouwer ijnd in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 147,500 Tls. 147,500 Tls. 147,500	Tls. 216,682	Interim dividend of Tls. 12 1/2 15th March Tls. 12 1/2 15th June & Tls. 15.00 15th Sept. 80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.10 .....	5 1/2 %	Tls. 2,050
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$3,014	None .....	...	\$13 sellers
Peak Tramways Company (new) .....	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	Nil	50 cents for year ending 30.4.10 .....	5 1/2 %	\$18 sellers
Philippine Company, Limited .....	75,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	Nil	None .....	...	
Shanghai-Sumai Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 21,820 Tls. 21,820 Tls. 21,820	Tls. 4,250	No dividend this year .....	2 %	Tls. 222 sales
Societe des Pulpes et Papeteries du Tonkin .....	1,300	50	25	{ none none none	none	First year .....	...	\$19 sellers
South China Morning Post, Limited .....	6,000	\$25	\$25	{ none none none	Dr. \$31,096	None .....	...	Hkong current
Steam Laundry Company, Limited .....	20,000	\$25	\$25	{ none none none	\$17,86	10 % for year ending 31st May 1910 .....	8 %	\$24 sales
Union Waterboat Company, Limited .....	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$1,956	60 cents for year ending 31.12.08 .....	8 %	\$24 sales
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000	\$4,000	15 % per ordinary sh. for year ended 31.5.10 .....	5 %	\$121 sellers
Watkins Limited .....	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$1,048	35 cents for 1909 .....	...	\$5 sellers
Watson (A.S.) & Co., Limited .....	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$1,013	3 % for 1909 .....	...	\$64 buyers
William Powell, Limited .....	15,000	\$7	\$7	{ none none none	\$78	None .....	...	

## Hotel.

SKATING! SKATING!! SKATING!!!

## BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

Telephone No. 907.

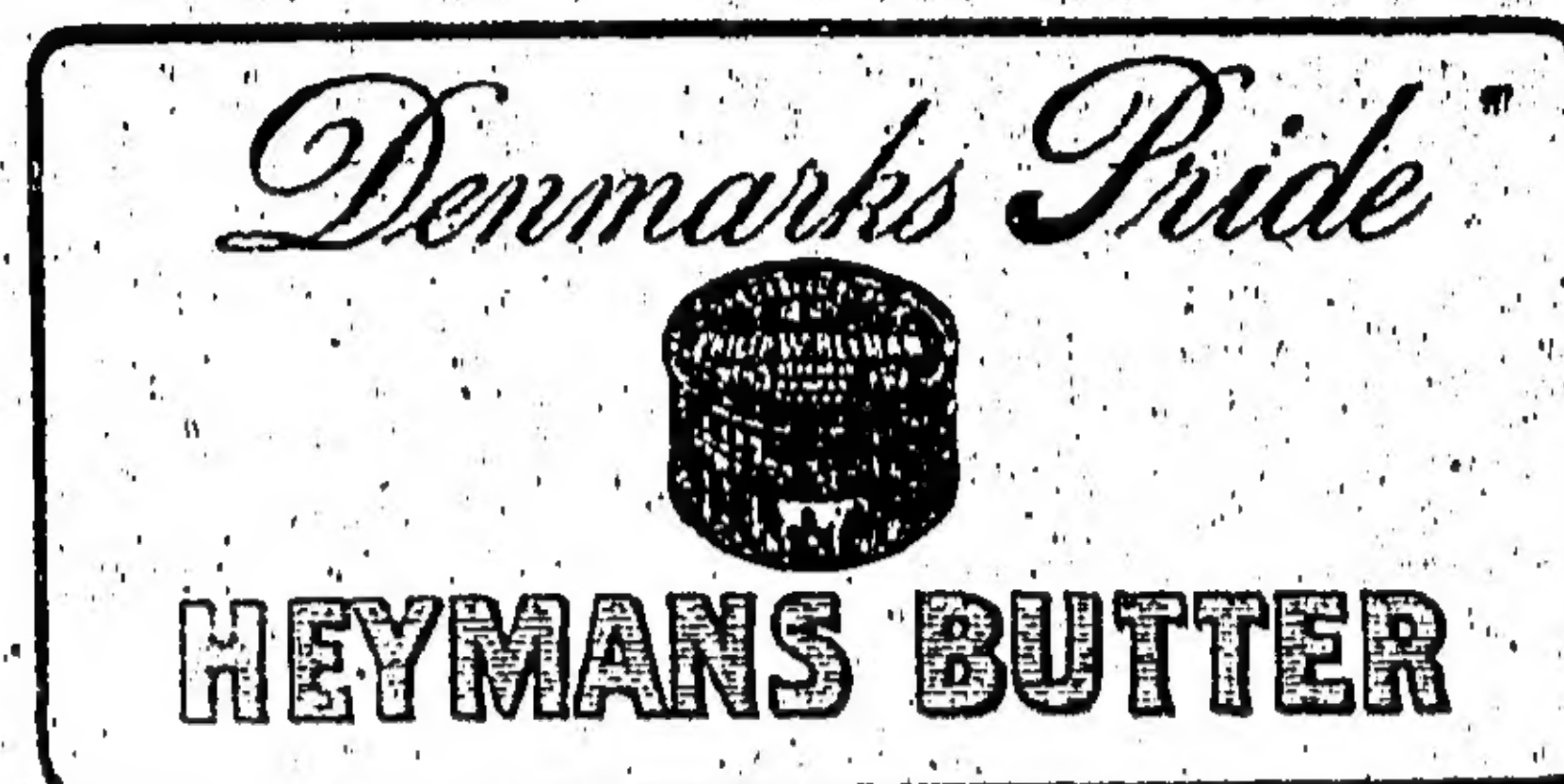
Sessions 10 a.m. to 11 p.m.

Hours from 10 a.m. to 12 Noon and 2 p.m. to 4 p.m. are reserved for Ladies and Children only.

W. GALLAGHER,  
Manager.

Hongkong, 17th October, 1910.

## Intimations



SIEMSEN &amp; CO., Sole Agents.

49

## PEAK TRAMWAYS COMPANY LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.45 p.m. ... Every 15 minutes.  
2.45 p.m. to 3.45 p.m. ... Every 15 minutes.  
3.45 p.m. to 4.45 p.m. ... Every 15 minutes.  
4.45 p.m. to 5.45 p.m. ... Every 15 minutes.  
5.45 p.m. to 6.45 p.m. ... Every 15 minutes.

## NIGHT CARS.

6.45 p.m. and 9 p.m. ... 9.45 p.m. to 12.15 p.m.  
every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.45 a.m. ... Every 15 minutes.  
9.45 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.00 p.m. ... Every 15 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

## NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.10 p.m. and  
11.45 p.m.

## SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,  
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Telephone 101 April 1908

## HUNG ON &amp; CO.,

## SHOW ROOM AND STORE

at the Premises formerly occupied by  
A. CHEE & Co.

17A, QUEEN'S ROAD CENTRAL.

## GENERAL UPHOLSTERERS AND

## FURNITURE

IMPORTERS AND DEALERS.

## CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Ware of all  
descriptions, always on hand, for sale or on  
hire at moderate rates.

Hongkong, 1st June, 1910.

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.,

GABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE  
at  
No. 39, DES VOEUX ROAD CENTRAL.  
The only Shop in Hongkong with this name

## WHERE HIGH-CLASS FURNITURE

of every description can be made to  
order to any design required.

Have been patronised by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as  
follows:-

"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON & Co.

15th May, 1911.

ORDERS promptly attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 14th August, 1911.

## For Sale.

JUST RECEIVED AND FOR SALE  
THE COMING SEASON'S NOVELTIES  
FROM

RAPHAEL TUCK & SONS.

## LARGE SELECTION OF

## XMAS CARDS.

Picture Puzzle Postcards,  
Painting Books, Birthday Books,  
Tuck's Annual, Walking Animals, Mechan-  
ical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE

## VEGETABLE and FLOWER

## SEEDS

GARDEN FERTILISERS,  
Books on Gardening, &c.

## USED POSTAGE STAMPS.

In Single Sets, Packs and Bags.  
All Philatelic Goods.

VIEW POSTCARDS.

## MANILA CIGARS and

## CIGARETTES.

&c., &c., &c.  
Inspection invited.

GRACA & CO.,

27, DES VOEUX ROAD, HONGKONG.

Hongkong, 18th October, 1910.

## NOTICE.